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Tyne Port Health Authority

Annual Report

of the

MEDICAL OFFICER OF HEALTH

1960

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MEDICAL OFFICER OF HEALTH

1960

Co-operative Printing Society Ltd.,
Rutherford Street, Newcastle upon Tyne

1961

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Tyne Port Health Authority

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER
DATED 29TH MARCH, 1897.

ELECTED BY THE CORPORATION OF NEWCASTLE :

ALDERMAN R. C. BROWN.
COUNCILLOR V. GRANTHAM.
COUNCILLOR R. M. HENDERSON.
COUNCILLOR J. McCAMBRIDGE, J.P.
COUNCILLOR G. ROBSON, J.P.
COUNCILLOR C. C. SCOTT, J.P.
COUNCILLOR M. SHAW.
ALDERMAN E. B. TEMPLE.

ELECTED BY THE CORPORATION OF GATESHEAD :

COUNCILLOR W. COLLINS.
ALDERMAN P. S. HANCOCK, O.B.E.
ALDERMAN J. A. HUTCHINSON.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

COUNCILLOR G. GIBSON.
ALDERMAN E. W. MACKLEY, J.P.
ALDERMAN M. E. SUTTON, J.P. (Vice-Chairman).

ELECTED BY THE CORPORATION OF TYNEMOUTH :

ALDERMAN W. LITTLE.
COUNCILLOR A. SOUTHWORTH.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN J. McFADYEN.
ALDERMAN C. L. PALMER, J.P.

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN A. MORRISON (Chairman).

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR A. HARDY, J.P.

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR T. P. S. PRUDHAM, J.P.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON.

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR W. G. F. SHACKLETON.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR R. W. DIXON.

The above Constitution is as existing on the 31st December, 1960.

SECTION I—STAFF.

TABLE A.

Name of Officer.	Nature of Appointment.	Date of Appointment.	Qualifications.	Any other Appointments held.
T. L. J. Coxon	Medical Officer of Health	1st January, 1937 ...	M.D., B.S., B.Hy., D.P.H. ...	Medical Inspector of Aliens.
J. Eustace	Deputy Medical Officer of Health	27th July, 1955	M.D., M.R.C.P., I.	Deputy Medical Inspector of Aliens
J. English	Clerk to the Authority.			
J. Goodburn Raine.....	Treasurer.			
N. Park	Chief Port Health Inspector	12th Sept., 1920.....	Cert. R.S.I.	
R. O. Burn	Food Inspector, Deputy Chief Port Health Inspector.	30th May, 1933	Cert. R.S.I. Cert. Meat and other foods.	
W. B. Weatherston.....	Port Health Inspector	6th February, 1933	Cert. R.S.I. Cert. Meat and other foods.	
H. Burn.....	Clerk	4th March, 1935.		
R. Humphrey	Rat Searcher	21st December, 1951		
L. Humphrey	Rat Searcher	28th Sept., 1953		
R. S. Burn.....	Launch Coxswain	14th April, 1939.		
A. Haxell	Launch Coxswain	28th February, 1957.		
D. N. Wallace.....	Launch Hand	12th July, 1957.		
K. P. Post	Launch Hand	2nd November, 1960		

OFFICES OF THE AUTHORITY.

Medical Officer of Health—Mill Dam, South Shields. Tel. South Shields 3419.
Chief Inspector—Mill Dam, South Shields. Tel. South Shields 3419.
Clerk to the Authority—145, Pilgrim Street, Newcastle upon Tyne, 1. Tel. Newcastle 22796.

Tyne Port Health Authority

Mill Dam,
South Shields.
March, 1961.

The Chairman,
Vice-Chairman and Members of the
Tyne Port Health Authority.

Ladies and Gentlemen,

In prefacing the Annual Report for 1960 I wish to stress strongly my grateful thanks to you for the great understanding and the sympathy you have invariably shown, and the earnestness of your endeavours to support the efforts of the chief inspector and myself in our attempts to solve the grave shortage in our inspectoral and examination staff.

Our staff is now reduced to a very dangerously low numerical level. While the prospect of obtaining qualified health inspectors would still appear to be remote, I hope that in 1961, appointments of a junior grade of officer will slightly ease the situation. I must, however, emphasize that such appointments in no way alleviate the inspectoral shortage, and the pursuit of the latter must continue.

The trade, and the net tonnage of foreign and coastwise shipping using the Port, has varied little from 1959, though the importation of iron ore has, after the standstill period towards the latter end of that year, recovered its full impetus and is now one of the brighter lights illuminating the foreign import trade.

Sickness on ships arriving has been minimal, both qualitatively and quantitatively, though the usual scares of suspected smallpox and one of polio infection occurred.

The continued pouring of undiluted sewage into the tidal reaches of the river remains the most urgent problem yet to be tackled by the riparian authorities as a corporate undertaking. Certain of the smaller authorities, despairing of waiting for the ponderous central scheme to take shape and movement, are adopting in their new developments, purification plants of their own. It is most unfortunate that the preliminary steps in promoting a composite scheme for an area such as the Tyne should be so lengthy as to convey to the public that no progress is being made.

The increase in the powers of the River Boards to supervise applications for new sewage areas to use the estuary for disposal, and the granting of temporary licences strictly limited to time, should also act in some way as a brake, and keep alive some sense of the urgency of the problem.

The Rivers Boards generally, and certainly on the Tyne, are taking their increased responsibility very seriously.

Co-operation with the riparian authorities in an attempt to alleviate the continued nuisance of dark smoke from shipping has, I think, borne some fruit in effecting some diminution. One riparian authority successfully prosecuted in one case where dense smoke was drifting over their territory.

Much more effective control should be possible if the staffing question of our own Authority could be satisfactorily settled. As we are fixed at present there can be no question of doing more than continuing to delegate our powers.

In concluding this letter I cannot refrain from drawing your attention to the sterling character of the work of your badly depleted staff in tackling the full work of the Authority, and maintaining such a high degree of effective control. That their efforts do not pass unnoticed by you, would cause them much gratification.

I am pleased to say that the staff of the Authority have been happy in their committee, and on their behalf, I would once again wish to tender to it, our sincere thanks.

I am,

Your obedient Servant,

T. L. J. COXON.

Tyne Port Health Authority

Report of the Medical Officer of Health for the Year ended 31st December, 1960.

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1960.

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			by the Medical Officer of Health.	by the Sanitary Inspectors.	
Foreign Ports	1,400	2,753,439	420	1,342	5
Coastwise	3,458	4,278,136	17	2,556	2
Total	4,858	7,031,575	437	3,898	7

These totals do not include Fishing Vessels.

Total number of vessels visited by Inspectors :—

British Ships.			
Steam	1,056		
Motor	1,426		
Sail	...		
Fishing	...		
		2,482	
Foreign Ships.			
Steam	314		
Motor	1,102		
Sail	...		
Fishing	29		
		1,445	
Re-visits		388	
			4,315

Total number of crews of vessels visited by Inspectors :—

British Ships.		
British White	52,513	
British Coloured	8,242	
Alien White	471	
Alien Coloured	887	
		62,113

Foreign Ships.			
British White	427		
British Coloured	125		
Alien White	45,511		
Alien Coloured	191		
		46,254	
			108,367
British Fishing Vessels.			
British White	...		
British Coloured	...		
		...	
Foreign Fishing Vessels.			
Alien White	433		
		433	
			433

Total number of passengers of vessels visited by Inspectors :—

British Ships.			
British	300		
Alien	74		
		374	
Foreign Ships.			
British	41,760		
Alien	23,188		
		64,948	
Fishing Vessels.			
British	...		
Alien	11		
		11	
			65,333

Tonnage of vessels visited by Inspectors :—

Steamers.			
British	2,132,580		
Foreign	790,756		
		2,923,336	
Motors.			
British	2,343,751		
Foreign	1,435,888		
		3,779,639	
Sailing Vessels.			
British	...		
Foreign	...		
		...	
			6,702,975

Fishing Vessels.			
British	...		
Foreign	3,473		
		3,473	
			3,473

The Nationalities of vessels inspected were as follows :—

British	2,482
Argentinian	1
Belgian	1
Bulgarian	1
Costa Rican	1
Danish	100
Dutch	329
Finnish	34
French	5
German.....	215
Greek	11
Icelandic	1
Irish	1
Israeli	2
Italian	6
Jugo Slav	5
Lebonese	3
Liberian	33
Nicaraguan	1
Nigerian	1
Norwegian	420
Panamanian	16
Polish	6
Portuguese	21
Roumanian	1
Russian	2
South African	2
Spanish	5
Swedish.....	190
Turkish	2
Total	3,898

The Nationalities of Fishing Vessels visited were as follows :—

Danish	5
Faroese	1
French	2
German	4
Icelandic	2
Norwegian	1
Polish	12
Russian	2
	29

The number of Re-visits made during the year were as follows :—

In connection with the issuing of De-ratting and De-ratting Exemption Certificates	338
In connection with health	32
In order to have defects remedied	18
	388

The number of vessels inspected during each year for the last 10 years has been as follows :—

1951	Vessels	5,281	
	Fishing Vessels	51	
	Re-visits	787	
			6,119
1952	Vessels	5,807	
	Fishing Vessels	80	
	Re-visits	957	
			6,844
1953	Vessels	5,410	
	Fishing Vessels	62	
	Re-visits	744	
			6,216
1954	Vessels	5,504	
	Fishing Vessels	290	
	Re-visits	929	
			6,723

1955	Vessels	5,474	
	Fishing Vessels	212	
	Re-visits	923	
			6,609
1956	Vessels	5,376	
	Fishing Vessels	195	
	Re-visits	787	
			6,358
1957	Vessels	5,582	
	Fishing Vessels	295	
	Re-visits	703	
			6,580
1958	Vessels	4,800	
	Fishing Vessels	61	
	Re-visits	536	
			5,397
1959	Vessels	4,130	
	Fishing Vessels	31	
	Re-visits	417	
			4,578
1960	Vessels	3,898	
	Fishing Vessels	29	
	Re-visits	388	
			4,315

SECTION III—CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C.

Passenger Traffic.

Number of passengers INWARDS	66,460
Number of passengers OUTWARDS	69,662

Cargo Traffic.

Total tonnage entering the port during the past ten years has been as follows :—

1951	Foreign	2,363,725	
	Coastwise	5,387,212	
			7,750,937
1952	Foreign	2,577,003	
	Coastwise	5,532,957	
			8,109,960
1953	Foreign	2,582,323	
	Coastwise	5,583,724	
			8,166,047
1954	Foreign	2,874,561	
	Coastwise	5,279,988	
			8,154,549
1955	Foreign	3,001,123	
	Coastwise	5,044,559	
			8,045,682
1956	Foreign	3,002,844	
	Coastwise	4,981,238	
			7,984,082
1957	Foreign	2,931,713	
	Coastwise	4,998,400	
			7,930,113
1958	Foreign	2,570,021	
	Coastwise	4,489,741	
			7,059,762
1959	Foreign	2,545,285	
	Coastwise	4,323,063	
			6,868,348
1960	Foreign	2,753,439	
	Coastwise	4,278,136	
			7,031,575

Through the courtesy of the General Manager of the Tyne Improvement Commission, I am able to give the following report on the import and export trade of the Tyne Ports.

Principal Imports :—	*Tons.*
Iron Ore	1,211,404
Oil Fuel and other oils	674,590
Grain.....	276,706
Timber (excluding Pit Props)	197,525
Cement	140,674
Provisions.....	116,198
Pit Props	78,898
Iron and Steel Scrap	1,663

Principal Imports :—	*Tons.*
Metals and Minerals (excluding Iron Ore)	93,578
Petroleum Spirit	115,756
Iron and Steel Manufactures	17,340
Fruit and Vegetables	30,500
Fertilizers	5,199
Fish	26,542
Beer	1,516
Other Goods	131,169
Total	3,119,258

Principal Exports :—	*Tons.*
Sulphate of Ammonia	216,422
Oil Fuel Cargo	90,614
Tar and Pitch	25,022
Machinery	40,700
Iron and Steel Manufactures	30,307
Lime (Waste)	9,772
Firebricks and Fireclay Goods	8,744
Textiles	5,730
Grain and Feeding Stuffs	6,255
Paints	6,763
Metals (Non-Ferrous)	3,289
Petroleum Spirit	6,503
Rope and Twine	1,904
Other Goods	59,283
Total	511,308
Oil Fuel shipped as Bunkers	157,814

Exports of Coal and Coke :—	*Tons.*
Coal cargo	5,214,486
Coke cargo	430,463
	5,644,949
Coal bunkers	42,460
Total Cargo and Bunkers	5,687,409

Shipments to :—

	Coastwise Ports. Tons.	*Foreign Ports. Tons.*	*TOTAL Tons.*
Coal Cargo	4,843,136	371,350	5,214,486
Coke Cargo	513	429,950	430,463
Coal Bunkers	37,976	4,484	42,460
Totals	4,881,625	805,784	5,687,409

Principal Ports from which ships arrive :—

Normal Tyne trading includes a large proportion of traders from Australian, Canadian, Norwegian, Swedish, Danish, Dutch and German Baltic Ports, also a few arrivals from Poland, Russia, Finland and Portugal.

Oil and petrol from various ports ; iron ore from North and West African ports, Canada, Italy, Peru, Portugal, Sweden and Venezuela ; general cargoes from America, make up the bulk of the rest of the total of general trade.

SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

SECTION V—WATER SUPPLY.

1. SOURCE OF SUPPLY FOR :—

(*a*) THE DISTRICT.

The water supply for the Tyne Ports is obtained from the following sources :—Newcastle & Gateshead Water Co., Sunderland & South Shields Water Co., and Tynemouth Water Company.

(*b*) SHIPPING.

Vessels may obtain fresh water direct from hydrants from all these supplies ; also from 6 waterboats which obtain their supply from the above companies.

The following hydrants are at the disposal of vessels for a direct supply of fresh water :—

(*a*) At North Shields Fish Quay, the fishing fleet, foreign and coastwise, obtain their supply direct from the hydrants.

(*b*) At North Shields, above Smith's Dock, there are five hydrants, each with a separate meter, where the waterboats obtain their supply from the Tynemouth Water Company.

(*c*) On the south side, at Tyne Dock, there are hydrants on No. 2 and No. 3 jetties, where the waterboats obtain their supply direct from the mains. All vessels in this area obtain their fresh water from the waterboats.

(*d*) In the mid-Tyne area, there are hydrants at Howdon and Wallsend, where waterboats obtain their supply of fresh water. All vessels requiring fresh water in this area obtain it from waterboats.

(*e*) In the Newcastle and Gateshead area there are hydrants fitted with hose up to 100 feet with meter attachment.

(i) At Newcastle Quay there are 22 hydrants available for the supply of fresh water from the Newcastle and Gateshead Water Company. Vessels are supplied with drinking water on application to the Quaymaster. The only difficulty they have experienced in supplying water direct from these hydrants has been in the case of very large vessels after discharging cargo at high water. The

water tanks of these exceptional vessels have been as much as 40 feet above the level of the hydrant and more than 300 feet away. In these cases the vessels are supplied by water boats.

(ii) At Tyne-Tees Company's Wharf, Johnson's Cement Wharf and King Edward Wharf there are hydrants fitted with hose and meter attachment for the supply of fresh water.

(*f*) Dunston, Elswick and Derwenthaugh area.

(i) Dunston Staithes (N.C.B.). These staithes are fully provided with hydrants and connecting hose at six berths for the supply of fresh water to vessels.

(ii) Vickers-Armstrong Ltd. Provision is made for the supply of fresh water to vessels where hydrants and hose are available.

2. REPORTS OF TESTS FOR CONTAMINATION.

All bacteriological samples submitted for bacteriological tests were reported to be satisfactory.

The Owners of waterboats endeavour with reasonable success to keep tanks and equipment in a clean and serviceable condition.

3. PRECAUTIONS TAKEN AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

Hydrants and hoses are flushed with continuous flow before service. Couplings and hoses are housed in covered stands, protected from weather and river spray.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There are six water boats available for the supply of fresh water to vessels at Tyne Ports. The following is a list of vessels and Owners:

Name of Water Boat.	*Name of Owners.*
" Crystal Stream "	Messrs. R. G. Aitken & Co.
" Harcus"	,, V. A. Curry.
" Shearwater "	,, ,,
"Brittania G "	,, A. Gibson.
" Daphne H "	,, ,,
" I'll Try "	,, S. Pascoe.

These water boats supply chlorinated water for drinking and other purposes to shipping lying in parts of the river inaccessible to shore supplies.

Registration and certification for serviceability have not yet been undertaken by the Authority but constant examination is undertaken.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS, 1952.

1. List of Infected Areas (Regulations 6).

The record of infected areas is in the main, compiled from the Weekly Record of Quarantineable Diseases, and is issued by the Port Health Authority at Monthly intervals. Amendments to the list are made on receipt of special information by phone and confirmatory notice.

The form issued at Tyne continues to use the eight weekly period previous to issue, and is columnised into the main quarantineable diseases cross indexed by area and where necessary, localities.

Copies are sent to H.M. Waterguard and to the Master of the Tyne Pilotage Authority.

2. Radio Messages.

(*a*) The River Tyne Ports have been declared by the Minister, a district for the receipt from ships before arrival, of radio messages giving in advance information respecting the state of health on board.

(*b*) These messages are relayed from the receiving and transmitting Radio Station at Cullercoats, a coastguard station immediately north of the Tyne. From this station information is telephoned to the Port Health Authority's Office at South Shields or direct to the Medical Officer.

In the event of no radio communication, the existence of sickness on board is reported by pilots to the Customs Hailing Station at the entrance to the river.

3. Notifications otherwise than by Radio (Visual Signal).

If, during the last four weeks of a voyage any ship has or has had on board a case or suspected case of infectious disease, there must be flown or shown the following signals :—

By day, the flags L.I.M.

By night, red light over white not more than 6 feet apart.

Where no infectious disease has occurred or been suspected, the signal Q is flown.

4. Mooring Stations (Regulations 22 to 30).

Situation of stations, and any standing directions issued under these Regulations.

(*a*) Within Docks. (*b*) Outside Docks.

It has been arranged with H.M. Customs and Tyne Improvement Commission to adopt the following scheme in reference to moorings other than the Quarantine Station at Jarrow Slake, which will remain as heretofore for dealing with infected vessels arriving direct from sea.

(*a*)	(*b*)
Tyne Dock.	Dunston.
Northumberland Dock.	Newcastle Quay.
Albert Edward Dock.	Jarrow Slake.

At each of these places, arrangements have been made by the Medical Officer of Health with the Dock Masters concerned to provide isolation buoys when required. At any other place of mooring, discharging or loading in the Tyne area, the Medical Officer will designate a place of mooring station when required.

In order to prevent unnecessary delay in shipping in the Port, the following procedure should be carried out :—

(1) Any ship with cholera, plague, yellow fever, typhus or small-pox on board shall proceed to the mooring station at Jarrow Slake.

(2) Where a ship, whether foreign or home trade, arrives at the Tyne from a foreign port, and it appears in answer to questions or otherwise that :—

(*a*) During the voyage, or last four weeks of voyage, there has been on the ship a death from illness suspected to be any of the above mentioned diseases, she shall proceed to the appointed mooring station nearest her ordinary berth.

(*b*) During the voyage or last four weeks of same, plague has occurred or been suspected amongst rats or mice on the ship, or sickness or death not attributable to poison or other methods of destruction has occurred amongst the rats or mice on the ship, she shall proceed to her appropriate mooring station nearest her ordinary berth.

(*c*) The ship has

(i) called at a port or seaboard included in the weekly return of infected or suspected ports or seaboards but reports "all well" during the voyage and arrives with no sickness on board, unless a written notice to the contrary has been delivered to the Customs Officer or on behalf of the Medical Officer ; or

(ii) has on board a case of minor infectious disorder, namely, chicken-pox, measles, scarlet fever, diphtheria, enteric fever, pneumonia, tuberculosis, mumps, cerebro spinal fever, erysipelas, malaria or dysentery she shall be permitted to proceed to her ordinary place of mooring, loading or discharge, and be granted modified pratique there, the Medical Officer being informed.

5. Arrangements for

(*a*) Hospital Accommodation.

Cases of infectious diseases are admitted to the nearest infectious diseases hospital in the Riparian Borough. There are six in number, the largest and best equipped being Walkergate (Newcastle) and Sheriff Hill (Gateshead).

(*b*) Surveillance and follow up of contacts.

By notice to the Medical Officers of the district to which contacts are proceeding. Cases remaining on board are visited daily until the surveillance period is past.

(*c*) Cleansing and disinfection of ships, persons, clothing and other articles.

Disinfection of ship board accommodation is carried out by the staff of the Port Health Authority.

Cleansing is supervised.

Delousing and treatment for scabies and associated conditions is carried out with the co-operation of the Riparian Authorities.

Deinfestation and disinfection of clothing, bedding, etc., is also performed ashore by steam disinfection.

SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Regional Hospitals Area Board have designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The Authority possesses no road ambulance of its own, and is dependent on the co-operation of shore authorities for ambulance facilities of all types.

(3) Name(s) of smallpox consultant(s) available.

The panel of Consultants available is in accordance with those of the Ministry's designated list for Northumberland and Durham.

(4) Facilities for laboratory diagnosis of smallpox.

Diagnostic specimens are forwarded to Virus Reference Laboratory, Colindale Avenue, London, N.W.9.

SECTION VIII—VENEREAL DISEASES.

Centres for the diagnosis and treatment of Venereal Disease exist in Newcastle upon Tyne (General Hospital), South Shields (Public Health Clinics), North Shields (General Hospital).

Shortage of Medical Staff limits medical attendance at North Shields to two evening clinics per week.

South Shields and Newcastle have daily clinics.

Details of clinics and their location are circulated to all shipping.

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Number of cases during the year.		Number of ships concerned.
		Pass-engers.	Crew.	
Cases landed from ships from foreign ports.	Chicken Pox	1	2	3
	Measles	1	...	1
	Mumps	...	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival.	Dysentery	...	1	1
	Pneumonia	...	1	1
Cases landed from other ships.		...	...	...

CHICKEN POX.

Date	Name of Vessel	From	On Voyage	On or after arrival	Remarks	Notes on arrival at Tyne
Mar. 11	m.s. "Braemar"	Oslo.	...	1		Removed to hospital.
April 25	m.s. "Bamburgh Castle"	Conakry.	...	1		Removed to hospital.
May 14	s.s. "City of Brisbane"	Melbourne, Suez, Port Said, London, Antwerp and Hamburg.	...	1		Treated on board.
			...	3		

DYSENTERY.

July 22	s.s. "Baron Ogilvy"	Santiago and London.	1	...	Recovered	All well.
			1	...		

MEASLES.

Date	Name of Vessel	From	On Voyage	On or after arrival	Remarks	Notes on arrival at Tyne
July 4	m.s. "Parkeston"	Esbjerg.	...	1		Treated on board.
			...	1		

MUMPS.

Oct. 31	s.s. "Southern Harvester"	Tonsberg.	...	1		Treated on board.
			...	1		

PNEUMONIA.

Mar. 4	m.s. "Bosworth"	London.	...	1		Removed to hospital.
			...	1		

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1960.

The subjoined Table gives a Return of Sickness* reported by Master's of vessels as having occurred during the voyage, or coming under the notice of the Tyne Port Health Officials in each month of the year 1960.

1960.	Chicken Pox	Dysentery	Measles	Mumps	Pneumonia	Abscesses, boils, etc.	Accidents	Anal haemorrhage	Appendicitis	Asthma and bronchitis	Cerebral haemorrhage	Disease of chest	Disease of ear	Disease of gall bladder	Disease of heart	Disease of joints
January	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...
February	...	...	...	...	...	...	...	...	...	...	...	...	...	...	†1	1
March	§1	...	...	...	§1	...	...	...	...	...	...	...	...	...	...	...
April	§1	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...
May	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
June	...	...	...	...	...	...	2	...	1	...	...	2	1	...	1	...
July	...	1	1	...	...	...	1	...	...	...	...	...	...	...	...	...
August	...	...	...	...	...	...	†3	...	3	...	...	...	...	...	...	...
September	...	...	...	...	...	...	...	...	...	...	...	...	...	1	†2	...
October	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...
November	...	...	...	...	...	...	2	1	...	...	2	...	...	...	...	...
December	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...
TOTALS	§3	1	1	1	§1	1	†8	1	5	4	2	2	1	1	††4	1

*The names of the diseases during the voyages are given as reported by the Master of the vessel. †Deaths. §Removed to hospital.

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS—*continued.*

1960.	Disease of lungs	Disease of skin	Disease of stomach	Disease of throat	Hernia	Herpes	Immunisation	Influenza	Jaundice	Lumbago	Nervous disorders	Non-defined	Pleurisy	Venereal	TOTALS
January	...	...	1	...	...	...	...	...	...	...	...	...	...	1	3
February	...	...	...	1	...	...	...	...	...	...	...	1	...	...	4
March	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
April	...	...	1	...	...	...	...	3	1	...	1	1	...	...	9
May	...	...	...	1	...	...	...	2	...	...	...	...	1	...	5
June	1	...	...	...	...	...	...	...	...	1	...	...	...	...	9
July	...	...	...	3	...	...	...	...	...	...	...	...	...	...	6
August	...	...	...	1	...	...	15	...	...	...	1	...	...	...	23
September	...	...	...	...	...	...	...	1	...	...	...	...	1	...	5
October	...	2	...	...	1	1	...	1	...	...	...	2	...	5	14
November	...	3	...	...	...	...	...	...	...	...	...	...	...	1	9
December	...	...	...	...	...	...	...	1	...	...	...	...	...	1	5
TOTALS	1	5	2	6	1	1	15	8	1	1	2	4	2	8	94

*The names of the diseases during the voyages are given as reported by the Master of the vessel. †Deaths. §Removed to hospital.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving at Tyne from Infected Ports were boarded by Medical Officer and Inspectors of the Tyne Port Health Authority as under :—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Accra	*	...	1
Aden	*	...	4
Bombay	*	...	1
Calcutta	†*	...	9
Dar es Salaam	*	...	4
Lagos	*	...	1
Tanga	*	...	2
TOTAL		...	22

† Cholera. * Small Pox.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

Malaria has continued to show a notable decrease on board vessels arriving from West Africa. In general, anti-malarial measures are well applied, but to account for the great diminution in reported cases, it would appear that opportunities for infection on the African Littoral are more limited than heretofore.

No cases of Malaria were reported during the year.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.

No ships were subjected to special measures in respect to suspicion of plague, with the exception that any vessel arriving from suspected ports were not granted full pratique until the crews had been examined by the Medical Officer.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Ship board rats are becoming increasingly scarce, and the old rat infested ship is becoming a rarity. Should there be any report of unusual numbers of rats or unusual behaviour among them, steps are taken to examine the vessel carrying them.

All runways, traces, tracks and possible harbourage are noted, and an estimate of the number of rats is formed.

The degree of rat proofing is noted and the ship's cubic capacity is measured compartment by compartment.

On the result of this examination, carried out by two experienced officers and searchers, appropriate treatment is decided, whether by poisoning, trapping or fumigation.

Similar procedure is adopted on examination for the purpose of deratisation or exemption certification when however, it is insisted that the vessel be empty of all cargo.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if regarded as necessary, are subjected to bacterial examination.

3. The deratting of ships is carried out by private contract between the agents and fumigators on the approved list of the Port. This contains the names of eight firms operating in the area. All are cyanide fumigators, and up to date no fumigation with chemicals other than cyanide have been requested.

Trapping, and a certain amount of pre-baiting, is practised in certain circumstances where fumigation is unsuitable, and this is performed by a professional ratcatcher.

Messrs. Associated Fumigators Ltd.
,, Deodor-X Hygiene Services Ltd.
,, London Fumigation Co. Ltd.
,, W. I. Martin.
,, A. Milburn & Co.
,, Fumigation Services Ltd.
,, J. McGurk.
,, James Cuthbertson & Co. Ltd.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheathing for wooden conduits and casings is proceeding with successive surveys.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category.	*Number.*
Black rats	212
Brown rats	84
Mice	23
Species not known	Nil.
Sent for examination	Nil.
Infected with plague	Nil.

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates Issued.					Number of Deratting Exemption Certificates Issued.	Total Certificates Issued.
After fumigation with.		After trapping.	After poisoning.*	Total.		
H.C.N.	Other fumigant (State Method).					
1	2	3	4	5	6	7
5	...	1	...	6	389	395

*State poisons used and number of Certificates issued after each poison.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.

Inspections and Notices.

Nature and Number of Inspections.		Notices Served.		Result of Serving Notices.
		Statutory Notices.	Other Notices.	
Original	3,898		86	75 Complied with.
Revisits	388			
TOTAL	4,286		86	75 Complied with.

Classification of Nuisances.

Nationality of Vessels.	Number inspected during the year.	Defects of original construction.	Structional defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British.....	2,482		25	66
Other Nations	1,416		2	6

SANITARY DEFECTS.

Inspection of crews' accommodation continues a most important part of the Port Health Inspector's duties.

Whilst revealing numerous instances of the continuance of defects which, with improved supervision by responsible officers and a responsive crew, should never occur, there are indications in the inspections that owners and superintendents are showing a happier spirit and a more earnest desire to give satisfactory accommodation to the personnel on board.

The elimination of out-of-date tramps and the substitution of faster and more economically run new tonnage with accommodation according to modern standards has proceeded satisfactorily. The extensive building of oil tankers has set a high standard of ship board comfort for their personnel.

THE TOTAL NUMBER OF VESSELS USING THE PORT DURING 1960 IS AS FOLLOWS :—

Steamers	1,639
Motor Vessels	3,219
Sailing Vessels	...
TOTAL	4,858

THE NUMBER OF VESSELS ON WHICH DEFECTS WERE FOUND ARE AS UNDER :—

British —Steam		36	
	Motor	43	
			79
Foreign—Steam		3	
	Motor	4	
			7
TOTAL			86

THE NUMBER OF VESSELS ON WHICH DEFECTS WERE REMEDIED ARE AS UNDER :—

British —Steam		29	
	Motor	43	
			72
Foreign—Steam		3	
	Motor	...	
			3
TOTAL			75

DEFECTS OF VESSELS INCLUDE THE FOLLOWING :—

		Defects.	*Remedied*
Accommodation	Dirty	7	7
	Neglected paintwork	12	10
	Verminous	43	35
W.C's.	Foul or choked	—	1
	Defective	3	3

		Defects.	*Remedied*
Washrooms	Defective basins	1	1
Galley	Verminous	4	10
Pantries	Verminous	5	12
Provision Storerooms	Verminous	3	9
Refrigerated Chambers	Dirty	...	1
	Defective	2	1
	Verminous	1	...
Dampness due to	Condensation	1	1
	Leaky decks	3	3
	Leaky steam pipes	1	1
Defects of	Ports	7	7
	Bulkheads	1	1
	Floors	5	2
	Bunks	1	1
	Tables	1	...
	Wash up sinks	...	1
	Drainage	9	8
	Service pipes	1	2
	Bedding	1	1
Drinking Water Storage	Defective	3	2
Ventilation	Defective	2	1
Lighting	Defective	1	1
Heating	Defective	2	5
Cooking Arrangements	Defective	2	1
Rat Infestation		1	2
Dark Smoke		8	8

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.

There are no Shell Fish Beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

1. Warrants of Appointments are held by the Medical Officer of Health and his part time deputy.

Dr. T. L. J. Coxon and Dr. J. Eustace.

2. One female assistant is engaged for duty during the examination of female passengers.

3. The Medical Inspector of Aliens is present during the discharge of passengers.

TABLE SHOWING PASSENGER TRAFFIC FROM 1951 TO 1960.

Year.	Passengers. 1st, 2nd and 3rd Class		Transmigrants.	
	Inwards.	Outwards.	Inwards.	Outwards.
1951	35,974	35,669	...	...
1952	38,924	39,757	...	...
1953	45,970	46,944	...	...
1954	53,854	55,275	...	...
1955	59,048	60,478	...	...
1956	64,066	64,554	...	...
1957	65,052	66,079	...	...
1958	62,333	64,059	...	...
1959	64,424	66,416	...	...
1960	66,460	69,662	...	...

Annual Return by the Medical Inspector of Aliens for the year ended 31st December, 1960.

	Total	Number Inspected by the Medical Inspector	Number subjected to detailed examination by the Medical Inspector	Certificates Issued.					Transmigrants
				Lunatic Idiot or M.D.	Undesirable for medical reasons	Physically incapacitated	Suffering from acute infectious disease	Landing necessary for adequate medical examination	
(*a*) Total number of Aliens landing at the Port	23,081	17,580	1,297	1	...	...	...	...	...
(*b*) Aliens refused permission to land by Immigration Officer	15	15	...	...	...	...	...	...	...
(*c*) Transmigrants	...	...	...	...	...	...	...	...	...
Total Aliens arriving at the Port	23,096	17,595	1,297	1	...	...	...	...	...

Total number of vessels carrying Alien passengers 562
Number of vessels dealt with by the Medical Inspector 498

The popularity of Scandinavia is again shown by the greatly increased flow of passenger traffic between Tyne and Norway.

Passenger vessels of modern design, and comfortable accommodation for large numbers of all classes of tourist and business visitors arrive and sail almost daily during the summer season.

SECTION XVI—MISCELLANEOUS.

1. When death occurs on board ship at Tyne Ports the body is removed to the nearest mortuary and arrangements made for the interment.

FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS, 1937-1948.

TYNE COMMISSION QUAY, NORTH SHIELDS.

Foodstuffs imported from :—

OSLO.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Fish	2,105	17	Canned fish	160	8
Canned chicken	36	3	Butter	1,550	2
Margarine	260	7	Cheese	156	6
Eggs	1,321	3	Liquid egg	—	5
Condensed milk	1	4	Casings	23	12
Offal	22	14	Beer and wines	71	6
Crispbread	452	1	Morfat	3	4
Vitamins	6	—	Provisions	34	18
Preserves	—	17	Sweetened fat	1	10
Bilberries	15	19			

BERGEN.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Fish	17,736	14	Stockfish	1,899	17
Herring	2,217	—	Salt herring	1	8
Frozen meat	36	—	Frozen fish (animal)	26	18
Fish oil	15	10	Butter	1,596	16
Margarine	4	11	Cheese	1,240	15
Eggs	386	4	Liquid egg	6	9
Casings	14	4	Whalemeat (animal)	4	2
Offal	31	13	Canned fish	1,583	2
Canned chicken	105	8	Provisions	13	7
Cherries	4	18	Bilberries	16	8

SUTHERLAND QUAY, SOUTH SHIELDS.

AUSTRALIA.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Dried fruits	217	—	Canned fruits	1,608	—
Flour	150	—			

CANADA.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Canned salmon	15	1	Flour	217	10
Lard	17	14			

NEW ZEALAND.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Butter	211	—	Cheese	119	—
Offal	62	—	Lamb	135	—

ISRAEL.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Citrus fruits	1,260	—	Potatoes	150	—

TYNE & TEES WHARF, GATESHEAD.

BELGIUM

	Tons	*Cwts.*		*Tons*	*Cwts.*
Potatoes	1,476	—	Onions	33	—

FRANCE.

	Tons	*Cwts.*
Lard	54	—

GERMANY.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Canned meat	125	18	Canned fruit	29	14
Bread	2	10	Sugar	1,063	9
Onions	18	18	Tea	6	7
Epsom salts	554	12	Beer	10	15
Dried vegetables	17	—			

LONDON.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Tea	1,730	4	Provisions	48	12
Syrup	918	7	Glucose	174	13
Sugar	76	13	Wines	187	7
Nuts	4	15	Coffee	—	15
Dried fruits	—	16	Confectionery	9	15
Spices	5	13	Dates	20	1
Horseradish	1	1	Glycerine	2	3
Hops	29	14	Olives	1	15
Canned fish	22	11	Canned meat	455	15
Canned fruit	6	3	Fruit juice	1	15
Grape fruit	—	3	Corn on cob	—	2
Preserves	3	2	Lime juice	5	6
Canned soups	—	13	Melons	—	10
Cream of tartar	—	1	Apricots	—	3
Mint	—	5	Beans	—	6

HOLLAND.

	Tons	*Cwts.*		*Tons*	*Cwts.*
Canned meat	1,210	15	Canned fruit	148	16
Canned vegetables	8	5	Offal	114	4
Fish	11	4	Butter	89	7
Bacon	1,549	18	Cheese	297	9
Lard	202	9	Eggs	95	9
Powdered milk	23	1	Condensed milk	180	2
Beer and wines	385	14	Rusks	22	10
Confectionery	117	17	Farina	51	5
Cornflour	14	8	Coffee	—	10
Tea	4	15	Fatty alcohol	24	16
Ravoli	19	16	Apples	628	15
Grapes	9	3	Pears	97	4
Tomatoes	441	10	Lemons	13	—
Gooseberries	—	17	Melons	10	19
Oranges	52	8	Bilberries	—	7
Fruit pulp	5	8	Peaches	12	15
Plums	12	—	Vegetables in brine	86	—
Dried vegetables	44	16	Onions	2,487	9
Cauliflowers	123	12	Lettuce	244	2
Peas	116	10	Potatoes	887	7
Cabbage	48	11	Carrots	38	7
Cucumbers	97	15	Beetroot	13	3

BALTIC MILLS, GATESHEAD.

IMPORTED FROM :—			*Tons*	*Cwts.*
Boston	Wheat		369	—
King's Lynn	,,		633	—
Hull	,,		286	—
Canada	,,		34,151	—
Australia	,,		27,044	—
France	,,		2,840	—
Roumania	,,		2,013	—
Argentine	,,		5,482	—
Russia	,,		2,465	—
U.S.A.	,,		4,184	—
Belgium	Maize		1,528	—
Roumania	,,		2,361	—
U.S.A.	,,		8,994	—
France	,,		5,423	—
Argentine	,,		500	—
Holland	,,		747	—

C.W.S. MILLS, DUNSTON.

IMPORTED FROM :—			*Tons*	*Cwts.*
King's Lynn	Wheat		3,558	—
Boston	,,		268	—
France	,,		1,997	—
Holland	,,		1,672	—
Canada	,,		14,624	—
Australia	,,		8,075	—
Germany	,,		3,804	—
Argentine	,,		6,479	—
Russia	,,		2,980	—
Holland	Maize		1,958	—
France	,,		2,289	—

ADVICE AS TO SICKNESS.

Masters and responsible officers on board vessels, where cases of sickness have occurred, are advised of the appropriate measures to be taken.

Advice, where necessary, is transmitted to other ports for their information.

PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX AND RELAPSING FEVER.

No cases of plague, cholera, yellow fever, smallpox or relapsing fever occurred in the Port during the year 1960.

LAUNCHES.

Both launches are still in commission.

BOUNDARIES OF THE TYNE PORT HEALTH AUTHORITY.

The boundaries of the Tyne Port Health Authority extend from Blaydon and Newburn on the west and take in all the riparian borders of the four County Boroughs, two Municipal Boroughs and six Urban Districts, to the river junction with the North Sea on the east.

This comprises the full extent of the navigable reaches of the river, and these boundaries generally coincide with those of the Tyne Improvement Commission.

Apart from the collection of bridges at Newcastle and Gateshead all other public cross river traffic is served by passenger or vehicular ferries.

These ferries are inadequate during rush periods and are very susceptible to delay and curtailment by fog and bad weather.

Owing to the length of the navigable portion of the Tyne, it is necessary to divide the area for working purposes into sub-areas or stations, and this practice is followed by H.M. Customs, H.M. Immigration Service, and the Tyne Port Health Authority.

Customs and Excise work from the major points of the County Boroughs and the Waterguard maintain stations on each commercial quay on the river.

The Tyne Improvement Commission, whose services include among their sub-divisions the Harbour Master's Department, Ferry Superintendent and the River Police, all have headquarters at the river entrance but with suitable sub-stations up and down the river.

The Tyne Port Health Authority find it most convenient to work, in the main, from headquarters at South Shields, covering from the busy area of the mouth and middle districts of the river.

Newcastle, Gateshead, and the up river portion of the area are under the control of a senior inspector working from a base in Newcastle.

The staff of the Authority is, by reason of numerical inadequacy, unable to maintain a twenty-four hour service, but owing to the close liaison existing between the Waterguard and ourselves, boarding at night, except in special emergency, is rarely necessary.

Most emergencies are purely medical in character and are the concern of the Medical Officer more than the inspectorial staff.

CO-OPERATION WITH OUTSIDE AUTHORITIES.

I have, in my opening remarks, stressed the dependence of the Authority upon H.M. Customs & Excise and H.M. Immigration Service—these being the two Government Departments most intimately connected with our work.

The assistance of the Surveyors and general staff of the Ministry of Transport is also freely sought, and on their part, freely given. This is always a powerful help in dealing with constructional defects.

I desire once more to render to the Principal Officers and Staffs of all the above departments, my grateful thanks.

To all others who have helped us in the past year—the General Manager and Staff of the Tyne Improvement Commission, Pilotage Board, and in particular, the Members of my own staff, I extend my warmest thanks.

T. L. J. COXON, M.D., B.S., B.Hy., D.P.H.

Mill Dam,

South Shields.

March, 1961.

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